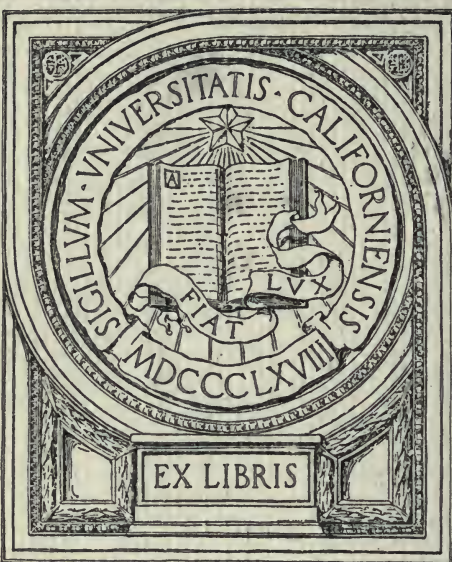


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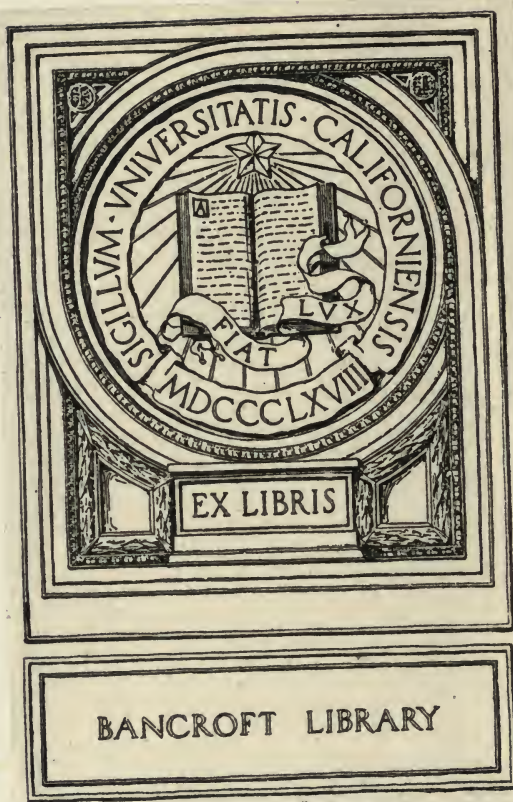
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AROUND THE CIRCLE”



A THOUSAND MILES
THROUGH THE
ROCKIES ON THE
RIO GRANDE



"Around the Circle"



Sultan
Mountain,
Colorado

A Thousand Miles
Through the
Rockies

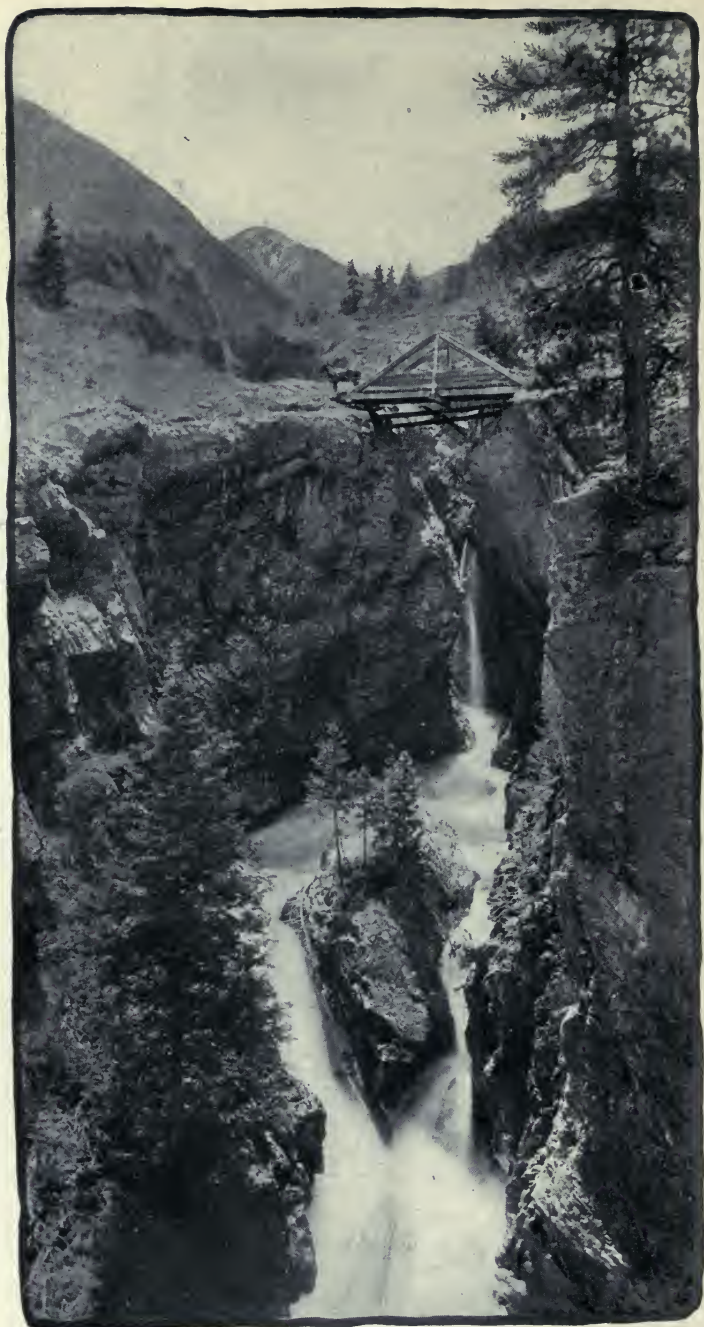
"Every Mile a 'Picture'"

By

EDWIN L. SABIN

Issued by the
Passenger Department
DENVER & RIO GRANDE RAILROAD
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UNCOMPAHGRE FALLS

Near Ouray, on the "Rail and Stage"
route of the "Around the Circle" tour.



In the San Juan
Mining Region

By Way of Explanation



THAT the sight-seeing public may reasonably and easily view the Rocky Mountain country in all its distinctive features, the Denver & Rio Grande Railroad has instituted what is known as the "Around the Circle" trip. This trip starts at Denver, traverses Colorado westward (crossing the Continental Divide of the Rockies), almost at the western line of the state turns southward toward New Mexico, at the New Mexican line turns east, and after skirting New Mexico and dipping into that state turns northward, for Denver again. Thus it is fitly styled "Around the Circle."

The tour embraces a thousand miles of travel, and can comfortably be performed in four days' time. The service given by the Denver & Rio Grande is modern; the meals are excellent, and open-top observation cars are employed during the summer months, when practicable.

"Around the Circle" includes the Denver & Rio Grande's most famous scenic features: Pikes Peak, Manitou and the Garden of the Gods, the Royal Gorge, the Grand Cañon of the Arkansas, Marshall Pass, the Black Cañon of the Gunnison; Ouray and the stage line and the Cañon of the Rio de las Animas; Telluride, Ophir Loop, Lizard Head Pass and the Cliff-Dwelling ruins of the Mesa Verde; the Cumbres Divide, Toltec Gorge, the San Luis Park, La Veta Pass, etc. It is a tour presenting Nature in a magnificence well-nigh prodigal, displaying feats of engineer-

MAP OF AROUND THE CIRCLE TOUR, Showing Location of Principal Cliff Dwellings.



THE course of the traveler on the Denver & Rio Grande's great "Around the Circle" tour is indicated by arrows. Start may be made from Denver, Colorado Springs, Manitou, or Pueblo. At Ridgway, on the western turn, the course divides. The traveler may follow the arrows by the outer, "All Rail," route; or he may take the inner, "Rail and Stage," denoted by the arrows and dots. Choice is made when purchasing ticket. The various side trips marked should not be neglected. For them special low rates are granted; the "Circle" ticket permits of stopovers.

By Way of Explanation

ing that might have been deemed impossible, and instructing in the varied industries of the typical intermountain West. Two Indian agencies are passed through.

The "Around the Circle" ticket is good for sixty days, and admits of stopovers as desired, so that numerous little side trips to hot springs, mining camps, ancient towns, pueblos and ruins can conveniently and cheaply be taken.

THE TWO ROUTES

When purchasing the "Circle" ticket, there is a choice of two routes. One may travel the entire distance by rail, or one may change for a short space to stage. The two routes are identical to Ridgway, on the western turn. At Ridgway they separate, but come together again at Durango, south.

When going "All Rail" from Ridgway one proceeds over the tracks of the Rio Grande Southern, via Dallas Divide, Telluride, Ophir Loop, Lizard Head Pass, and Mancos, and as a side trip may visit the marvelous cliff-dwelling ruins of the Mesa Verde. By the "Rail and Stage" route one proceeds from Ridgway over the Denver & Rio Grande to Ouray, at Ouray takes stage-coach for a thrilling mountain-trail ride to Red Mountain and to Silverton, and thence descends by railroad the Animas Cañon. From Durango on there is again only the single route.

Each of these two methods—the "All Rail" and the "Rail and Stage"—has its especial attractions, and either will be thoroughly enjoyed.

SIDE TRIPS

Side trips contiguous to the "Circle" tour possessing attractions of especial interest, but which are not included in the "Circle" rate, are briefly described in side notes running with the general text. Holders of "Circle" tickets can make these side trips at greatly reduced rates.



PIKES PEAK

The most famous peak of the Rockies.
Seen from the car windows on "Around
the Circle" trip. Elevation, 14,109 feet
above sea level.



Pikes Peak
through
Gateway to
Garden of
the Gods

"Around the Circle"

Denver to Pueblo

Starting from Denver, Colorado's capital and metropolis, at first the route leads south. Upon the right are the mountains, upon the left are the plains.

Fort Logan

Just out of Denver the train slips by Fort Logan, one of the finest army posts in the United States, accommodating infantry or cavalry.

Castle Rock

The train has been climbing the long incline of a divide, or watershed. At Castle Rock, thirty-three miles from Denver, the altitude has increased a thousand feet. Across the track from the station here is a boldly out-cropping hill from which the pretty little town takes name. The up-grade continues. From Larkspur a side trip by private conveyance may be made to Perry Park, an hour's ride westward.

PERRY PARK

Perry Park is an ideal little resort tucked away at the foot of the mountains. Its advantages are its supply of pure, cold water, its quiet, its walks and drives, and its accessibility to Denver. It contains curious, fanciful formations of red sandstone. Elevation, 6,800 feet. Distance from the railroad, five miles.

Palmer Lake

About seven miles beyond Larkspur the train passes Casa Blanca, a white cliff on the west of the track, 200 feet high and 1,000 long; and two more miles bring the crest of the divide and the resort of Palmer Lake. The lake here is so precisely poised that one end of it contributes to the Platte River north, the other to the Arkansas south. Elevation, 7,237 feet.

Glen Park and Pine Crest

Adjacent to Palmer Lake, on the southwest, are the summer resorts of Glen Park and Pine Crest, with



COLORADO SPRINGS

The City of Colorado Springs, seventy-five miles from Denver, on the "Around the Circle" tour of the Denver & Rio Grande Railroad, has a population of 29,078. The elevation is 5,989 feet. The place is noted for its climate, location, and for its health and pleasure features.

“A r o u n d t h e C i r c l e”

numerous pretty Swiss chalets nestling among the pines. The route is now down-grade, among grotesque sandstone figures, the aggregation being most pronounced in Monument Park, Edgerton station. Ten miles farther the train rolls into Colorado Springs, beside Pikes Peak.

Colorado Springs

Almost any amount of time can profitably be spent in Colorado Springs and vicinity. The city is amply supplied with fine hotels and boarding-houses, and an electric system covers it thoroughly. The suburb of Broadmoor is a place of surpassing loveliness, and North Cascade and Wood Avenues exhibit residences princely in rank. The region about is filled with natural wonders. Ready access is gained to Pikes Peak, Crystal Park, Mount Manitou, Cheyenne Mountain, Manitou and the Garden of the Gods, and railroad connection is made with the famed mining-camps of Victor and Cripple Creek.

CRIPPLE CREEK

From Colorado Springs to Cripple Creek, by the Rio Grande connection, is forty miles—every rod thereof crowded with mountain scenery. Cripple Creek has a population of 6,300; the altitude is 9,591 feet—3,600 feet more than that of Colorado Springs. It and its companion camp of Victor are joined by an electric line. Hotel accommodations are good, and at some of the largest mines visitors are welcome. The ores yield principally gold.

Colorado City

Adjoining Colorado Springs is Colorado City, Colorado's first territorial capital. It boasts extensive railroad repair shops and important ore-reduction plants.

Manitou

The resort of Manitou is quickly reached from Colorado Springs over a branch line of the Denver & Rio Grande, or by trolley or carriage. It was long the “Manitou” or Place of Reverence of the Indians. The springs within the town limits, and which are so widely known, are nine, soda and iron. They are enclosed by basins and the waters are free. The hotels at Manitou are large and up-to-date. For excursions there are the Garden of the Gods, Ute Pass, North and South Chey-



MANITOU

Manitou, the famous watering place, is eighty miles from Denver, and five miles from Colorado Springs, on the "Around the Circle Tour." It has a population of 2,000. The elevation is 6,318 feet. The town, right at the base of Pikes Peak, is a favorite center from which to visit points of interest. The medicinal springs are of great repute.

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enne Cañons, the Seven Lakes, Pikes Peak, Crystal Park, Mount Manitou, etc. The town is situated amidst brilliant coloring, the air is delightful, and probably no pleasure resort is more popular.

Pueblo

From Colorado Springs the course of the “Circle” trip continues southward, down Fountain Creek: the “Fontaine - qui - Bouille” — spring which boils. Distant mountains are blue on the right, and forty-five miles from Colorado Springs (120 from Denver) Pueblo is reached. The population of Pueblo is 45,000; the altitude is 4,672 feet. Sixty years ago it was simply “the pueblo,” a trading-post for New Mexico. Today it is the “Pittsburgh of the West,” and the second city in the state. It is a smelting center, has immense iron and steel works, forms an important railroad point, and is the home of the state fair. Medicinal springs of value are found here.

Pueblo to Montrose

At Pueblo the train turns sharply into the west, and proceeds up the Arkansas River.

Florence

The station of Portland, twenty-seven miles from Pueblo, is noteworthy on account of the cement plant. In a few minutes thereafter the oil region of Florence is entered. The characteristic derricks are seen on every side. The wells are rich and reliable producers.

Cañon City

Ascending the rippling Arkansas the “Circle” train has penetrated through the foothills and now,

PIKES PEAK AND CRYSTAL PARK

From Manitou a cog road hauls passengers to the summit of Pikes Peak, elevation 14,109 feet. From the top the view is superb beyond words. The world lies spread below, and the eye wanders over mile after mile of plain and range. Ascent may also be made afoot or by horse, following a good trail.

Crystal Park, a beautiful natural park at the foot of Cameron's Cone, is reached from either Colorado Springs or Manitou, by luxurious Packard autos, over a newly built private auto road, affording a magnificent panorama of all points of interest in the Pikes Peak Region and a bracing thirty-mile ride.



ROYAL GORGE, FROM THE TOP

Reached from Cañon City, on the "Around the Circle" tour. From the almost perpendicular wall on the right one looks downward 2,627 feet to the railroad track and the Arkansas River.

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eight miles from Florence, puffs into Cañon City, at the edge of the mountains. Cañon City (so-called because of the Royal Gorge just beyond) has a population of 6,500, and is 160 miles from Denver on the "Around the Circle" tour. The altitude is 5,344 feet.

The city and neighborhood are one vast orchard and truck-garden; large and small fruits are produced in abundance. The State Penitentiary is located here. Cañon City also possesses resources of coal and mineral, and has soda and iron springs, hot and cold. A railroad of much scenic interest connects with Cripple Creek, forty miles north; and there is the Sky-Line Drive, and the trip to the top of the Royal Gorge.

TOP OF THE ROYAL GORGE

The top of the Royal Gorge is attained after a charming drive of eight miles, which may include the world-famous Sky-Line Drive. Upon the brink of the mighty chasm one may peer down 2,600 feet upon river and track beneath; and lifting the eyes may survey, on this hand the expanse outspread of plain and valley, on that the brooding slopes and crests of the barrier Rockies.

The Royal Gorge

Leaving Cañon City (on the outskirts passing the State Penitentiary, at the right of the track), the train glides between high hills; and still keeping by the river with a sweeping curve enters the Royal Gorge of the Grand Cañon of the Arkansas. This far-famed defile, annually traversed by thousands of sight-seers, is the rift through which the Arkansas finally bursts from the mountains, to freedom and the plains below. Justly has the gorge won its great repute. The outer portals are dark green; within, the hue brightens to the more cheery shades of ruddy granite and gneiss. Where touched by the spray and the sun the particles of quartz glisten and the red is almost as deep as blood. The river boils madly. The confining ramparts rise in solid sheets; here and there broken by crack and crenelation, but all unscalable. Gigantic masses of rock have fallen, to lodge picturesquely in the water or alongside. Hugging close to the wall, the train swerves to right and to left, always miraculously rounding projecting shoulders, and ever proffering unexpected vistas of the nar-



IN THE ROYAL GORGE

The Royal Gorge, 166 miles from Denver, on the "Around the Circle" tour, forms the narrow mouth of the Grand Cañon of the Arkansas. The walls range from 1,000 to nearly 3,000 feet in height. The railroad runs between. At the famous Hanging Bridge the width is but thirty feet, the depth is half a mile.

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row way unfolding ahead. The engine's whistle echoes and re-echoes. The rushing stream would claim the whole space; therefore it has been necessary to build a road-bed for the track out from the wall, and buttress it. More constricted grows the route, until at the Hanging Bridge the passage is but ten yards wide, while on either hand the perpendicular granite towers aloft 2,627 feet—but thirteen feet less than half a mile. From the bottom of this spectacular crevasse the fleecy clouds appear to be brushing the rim, where the stars twinkle down at mid-day.

Grand Cañon of the Arkansas

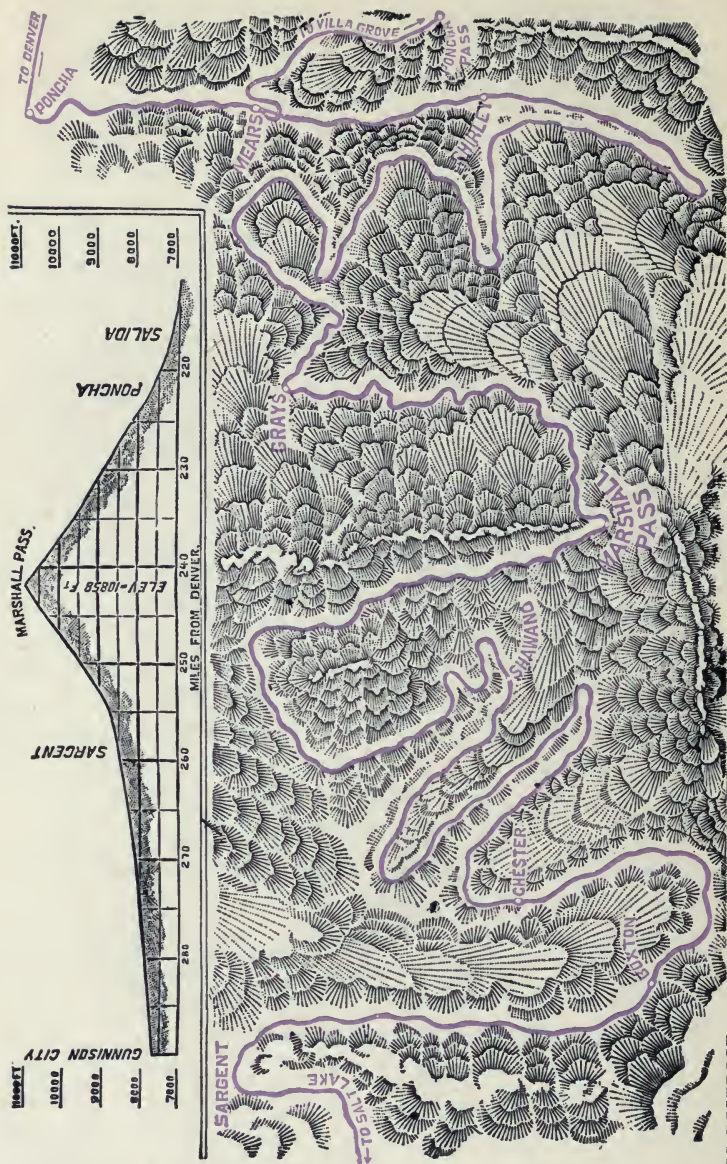
The Royal Gorge ceases by slightly expanding; however, the Grand Cañon of the Arkansas, with the rock-masses and the crenelated ramparts, the strata fused and plaited, the glowing atmosphere and the rushing river, continues. At Parkdale, seven miles, the view opens; and although the course remains land-locked, the cañon proper has ended. After winding among pretty parks and a multitude of cedar-bearing ledges the train halts at Salida.

Salida

Salida (Spanish for “outlet,” and accented on the second syllable) is 215 miles from Denver on the “Around the Circle” tour and has a population of 5,000. The altitude is 7,050 feet. It is a prominent junction of the road, lines leading out south, east and west. The town commands a view, southward, of the remarkable Sangre de Cristo (Blood of Christ) Range; to the northwest is the snow-crowned Collegiate Range; to the southwest are Mount Ouray and Mount Shavano, between which is Marshall Pass. The Poncha hot springs are five miles south, and the Wellsville springs are six miles down the Arkansas.

Marshall Pass

At Salida change is made from standard gauge to narrow gauge tracks; and at Mears Junction the ascent



THE MARSHALL PASS DISTRICT
 Showing the tortuous path of the railroad as it crosses the Continental Divide, on the "Around the Circle" tour. From the summit the waters flow eastward to the Atlantic and westward to the Pacific.

“A r o u n d t h e C i r c l e”

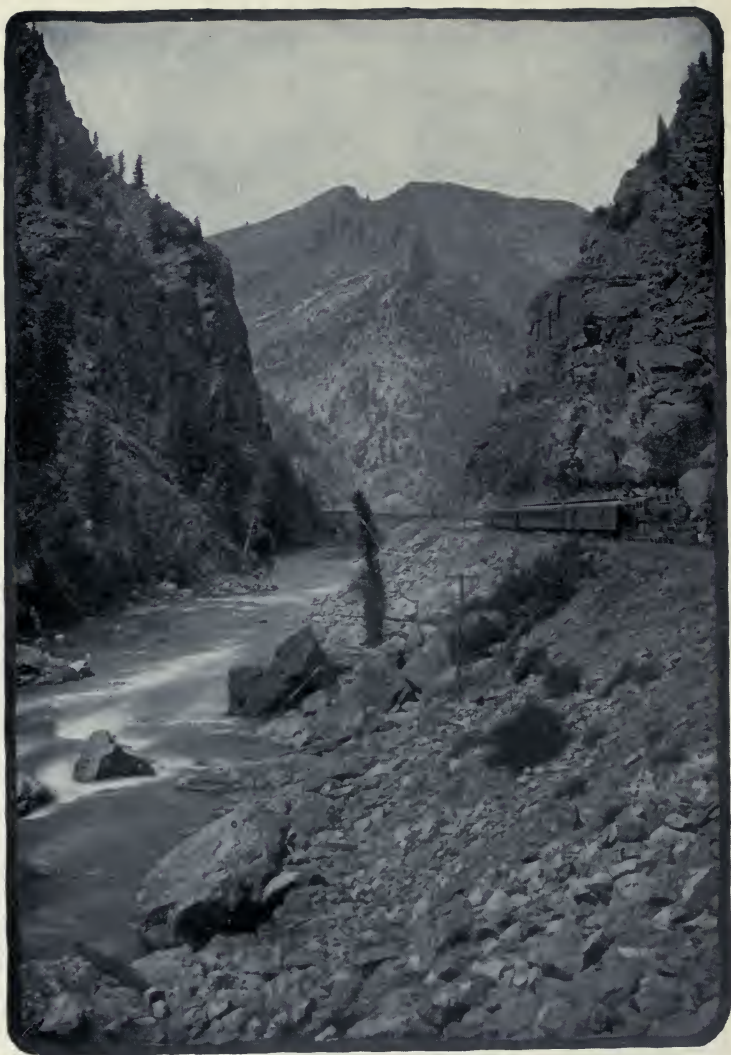
of Marshall Pass is begun. This famous pass, now subdued by a marvelous feat of railroad engineering, crosses the Continental Divide at an elevation of 10,856 feet. Two engines take the train in tow. In a serpentine trail the track goes wriggling on, seizing every advantage, weaving in and out and doubling on itself. Each turn occupies higher ground than the preceding, and thus by a series of loops the great divide is scaled. It is up, up, up, with the air growing rarer and the view over the tops of the timber steadily expanding, until, having climbed 211 feet for every mile of advance, and having rumbled through protective snow-sheds, upon the summit the train pauses, more than two miles in the air, and almost at timber-line. The Atlantic slope is behind, the Pacific is before. This is the water-shed of the continent. At such a height vegetation is stunted; below are the tracks, successive steps like terraces; from the observatory all the mountains of the Rockies seem visible—range after range, dark-green, gray, or snowy-white. The grand old crater crest of Mount Ouray looms magnificent. After the halt, down the farther slope rolls the train by gravitation, and with brakes set.

A Sportsman's Country

Along the descent the train falls in with Tomichi (To-mee-chee) Creek, and accompanies it through a beautiful stretch of meadowlands occupied by ranches. Trout are in the streams and feathered and large game in the hills. Ten miles by stage from Doyle are the Waunita hot springs. Soon the train arrives at Gunnison.

Gunnison

The town of Gunnison is located upon a flat, altitude 7,683 feet, with the mountains surrounding. It has a population of 2,000 and is 288 miles from Denver on the “Around the Circle” tour. Gunnison is the commercial center of the prosperous Gunnison Valley, and is a favorite headquarters for fishermen. From it a spur



IN THE BLACK CAÑON

The Black Cañon of the Gunnison is 314 miles from Denver on the "Around the Circle" tour, and is traversed for sixteen miles by the railroad. Its sides reach a height of more than 2,000 feet. The Gunnison River, famous for its trout fishing, pours turbulently through.

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of the Denver & Rio Grande runs north twenty-seven miles to Crested Butte, forking there for the camps of Ruby and Anthracite.

Along the Famous Gunnison

From Gunnison the train follows down the Gunnison River, one of the finest trout streams in the world, here swirling on between grassy banks in a wide valley. At Sapinero station river and railroad enter together the Black Cañon; but a branch of the road extends southward thirty-six miles to Lake City.

Black Cañon of the Gunnison

The Black Cañon of the Gunnison is deemed fully the equal of the Royal Gorge, but varies therefrom materially. The title is a misnomer, for the depths are not really "black" or gloomy. The Gunnison River dashes through with such impetuosity that it is beaten to foam among the numerous boulders in its bed. The cañon walls are pleasingly colored and are constantly opening and closing, displaying rifts and parks. There is considerable vegetation, and in places are vast masses of slide-rock and granite blocks. Chipeta Falls (memorializing the wife of Chief Ouray of the Utes) comes rolling and leaping in a white course

TO CRESTED BUTTE

The line up to Crested Butte ascends among the head tributaries of the Gunnison River, all noted for their trout. Ten miles from Gunnison, Almont, a popular outing resort, is passed. From the narrow valley of the East River, the train makes exit into Crested Butte. Crested Butte is situated on the East and the Slate rivers, in a basin at the foot of the romantic Elk Mountains. A peculiar hill bestows the name. Bituminous coal of superior coking quality and anthracite of the best grade are found near at hand. Rich veins of gold and silver are being developed. The scenery roundabout is entrancing, the hunting good, and the fishing, as elsewhere along the line, is splendid. Ruby, Floresta and Anthracite are camps that may be visited.

LAKE CITY

Lake City is reached by the Lake Fork branch of the Denver & Rio Grande, and is 350 miles from Denver on the "Around the Circle" tour. The track skirts the tumultuous Lake Fork tributary of the Gunnison, through the narrow, deep Lake Fork Cañon. The view from the farther end of the cañon is most impressive, embracing a wide sweep of snowy ranges. Lake City is a thriving place of 450 people, with mining the chief interest. It is one of the prettiest towns in the state. Here is charming Lake San Cristoval, named by a Spanish monk of the seventeenth century. From Lake City the summit of Uncompahgre Peak, 14,289 feet, may be attained. The altitude of the town itself is 8,686 feet.



CURECANTI NEEDLE

The Curecanti Needle, midway of the Black Cañon of the Gunnison, on the "Around the Circle" tour, is an isolated, sharp spire of rock projecting perpendicularly to a remarkable height above the track.

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down a lofty wall, on the right, and farther along on the left the tremendous splinter of Curecanti Needle pierces to the clouds. By the short side-cañon of the Cimarron, just beyond Crystal Creek, the train finally emerges at Cimarron station.

Into Mesa Land

Onward from Cimarron the topography of the country changes. The pine-clad mountains give place to rolling sage and flat-topped elevations with striated sides—table-lands or mesas. This is a range for sheep and cattle, and when irrigated bursts into green ranches. Out of Cimarron two engines pull the train up the difficult grade of Squaw Hill. At Cerro Summit the Valley of the Uncompahgre lies spread before, with Utah in the distance. Just before reaching Montrose the train passes the valley portal of the Gunnison tunnel, one of the great works of the United States Government Reclamation Service, reclaiming 150,000 acres of arid land.

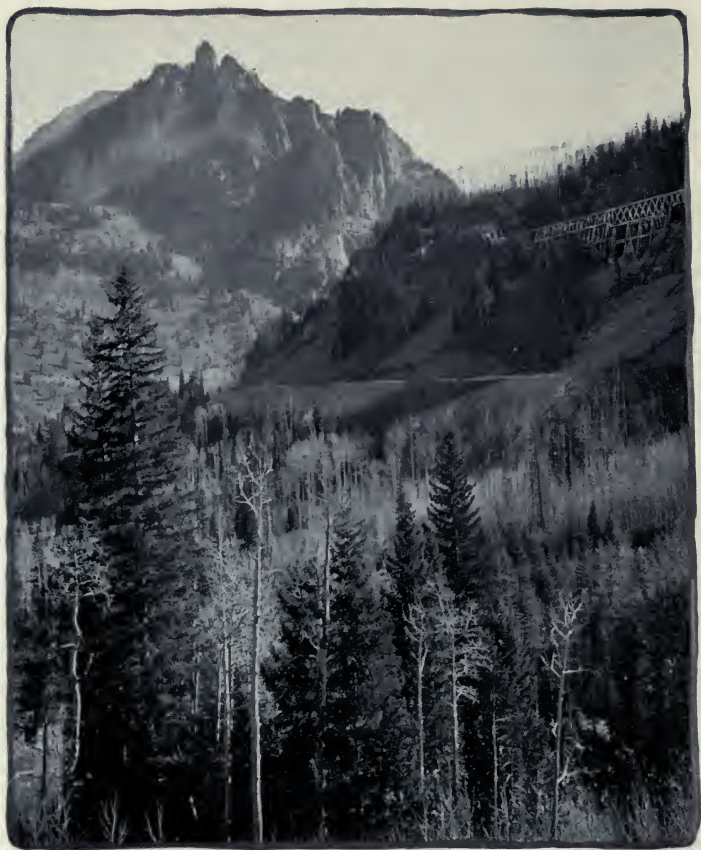
Montrose

Montrose, 351 miles from Denver on the “Around the Circle” tour, is situated in the midst of Colorado’s famous Western Slope district. The population of Montrose is 3,500; the altitude, 5,811 feet. The production of fruit, potatoes, garden-truck, grain and hay hereabouts is marvelous. The fertile Uncompahgre Valley runs southeast and northwest. To the north are the outlines of the Grand Mesa. The Horsefly Range, bluish and white-streaked, is slightly west of south, while slightly east of south appear the jagged Sawtooth Mountains. The “Circle” route now bears between.

Montrose, Ridgway and Durango

ALL RAIL

Durango, a hundred miles south, at the lower edge of a bristling swarm of peaks, is the next objective point. From Montrose the “Circle” trail leads up the



OPHIR LOOP AND CATHEDRAL SPIRES

Ophir Loop and its included phenomenon of Cathedral Spires are on the Rio Grande Southern Railroad of the "Around the Circle" tour, by the "All Rail" route, 422 miles from Denver and 17 miles from Telluride.

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prosperous Uncompahgre Valley. Translated from the Ute Indian tongue, “uncompahgre” (un-com-pah-greh) means “red stream,” and this valley was the Utes’ favorite camping-ground. Twenty-five miles from Montrose is Ridgway, where the “Around the Circle” course splits into the two routes before explained.

Dallas Divide

The All-Rail passengers are transferred to the Rio Grande Southern Railroad; and diverging up Pleasant Valley, presently by a sinuous trail similar to that of Marshall Pass, are climbing the Dallas Divide of the Horsefly Mountains. Leopard Creek is a friendly companion. The ascent furnishes a superb view, eastward, of the Uncompahgre Mountains, plashed with snow. Having coasted down the Divide, the train meets the San Miguel River; and rounding Mount Sneffles (height 14,158 feet) is at Vance Junction. It is worthy of mention that the first plant in the world for the commercial transmission of electricity of high power generated by water was put into successful operation near Telluride.

Telluride

The mining camp of Telluride, 423 miles from Denver on the “All Rail” route of the “Around the Circle” tour, is located at an altitude of 8,756 feet, in a basin encompassed by wild peaks. The population is 2,000. Near Telluride are some marvelously rich gold and silver mines, which the tourist should not fail to visit. The transportation of ore from the mines to the railroad is accomplished by means of pack mules, which present a most interesting sight winding up and down the mountain sides. Among the scenic features are the beautiful Bridal Veil Falls at Pandora, while in an opposite direction the picturesque “Tom Boy Road” leads far above the town to the famous “Tom Boy” and “Smuggler” mines. Days may be spent sight-seeing in Telluride and vicinity with enjoyment and profit.



TROUT LAKE

Trout Lake, 426 miles from Denver, on the "Around the Circle" tour, and located on the Rio Grande Southern line of the "All Rail" route, is as clear as crystal, and set among the mountains at an elevation of 9,802 feet. It is 21 miles from Telluride, and offers an ideal camping

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Ophir Loop and Trout Lake

Southward bound from Vance Junction the train enters Ophir Loop, upon the side of Ophir Mountain. This is another triumph of engineering peculiar to the "Circle" trip. The ascending track takes wide, breathless curves among the pines and the crags, while to the eyes unfolds the perfect stateliness, ahead, of the pinnacle Cathedral Spire. And suddenly, over the crest, is discovered Trout Lake, blue and shimmering, with Beattie Mountain sentinel beside.

Lizard Head Pass

The San Miguel Mountains would bar the way, but the "Circle" train climbs them by the way of Lizard Head Pass, and at an elevation of 10,238 feet crosses. From the pass projects into the clear air an odd outcrop of gray rock, resembling a lizard propped with nose uplifted.

Rico

Rushing down Lizard Head Pass, through a region encumbered with boulders, the train arrives at Rico, another mining town. Rico (ree-ko: rich) has for a site the crater of an extinct volcano. Close by is Telescope Mountain, of curious formation. All this region bears evidences of intense volcanic eruption.

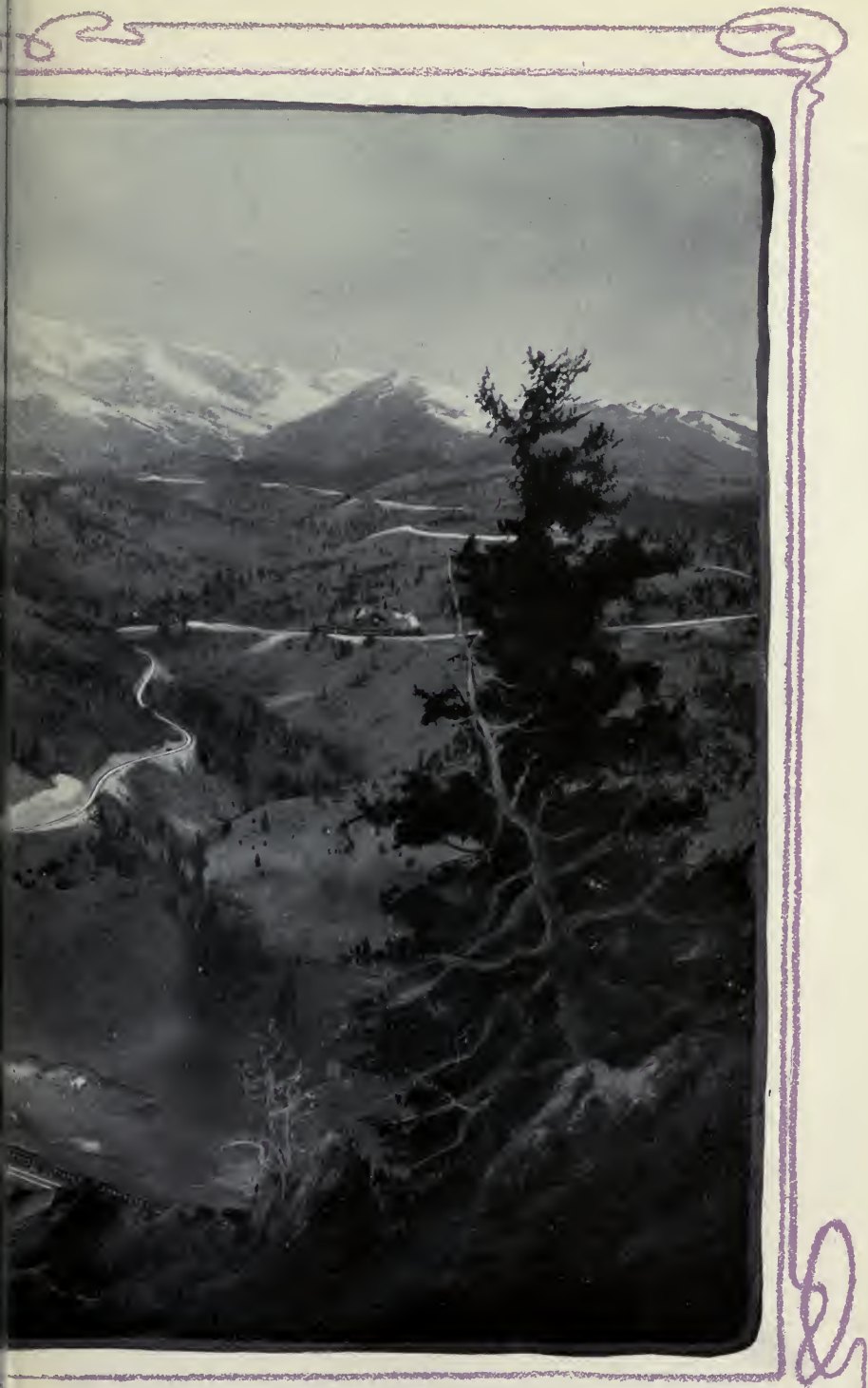
To Cliff-Dweller Land

From Rico the "All Rail" route of "Around the Circle" follows down the Dolores River (christened long ago by Spanish explorers for the Virgin Mary, "Our Lady of Sor-

THE MESA VERDE

The Great Mesa Verde (Green Tableland) National Park and the cliff-dwelling ruins, of which it is a veritable storehouse, are reached by a ride of twenty-five miles from Mancos over a most picturesque trail and Government road. At Mancos guides, saddle horses and equipages and all needful accessories may be readily obtained. The Mesa Verde has an area of twenty-five miles in length by fifteen in breadth; the height above the plain varies from 600 feet to 1,200 feet. It is deeply cut by startling cañons, many almost inaccessible, and all containing numbers of ruined habitations built into niches and beneath overhanging ledges and styled "Cliff Dwellings." The age of the ruins is estimated at from five hundred to a thousand years. Pottery, implements, remains of wearing apparel and mummified bodies are found. Navajo and Cliff cañons are the ones most convenient for visitors; the ruins in their walls never fail to amaze. The Mesa





FAMOUS MARSHALL PASS

The Denver & Rio Grande here crosses the Continental Divide at an elevation of 10,856 feet. The building of this line in 1881 was the first construction of a railroad over the tops of the Rocky Mountains.



CLIFF-DWELLING RUINS OF THE MESA VERDE—SPRUCE TREE HOUSE

Five hundred miles from Denver, on the Rio Grande Southern line of the "All Rail" route, "Around the Circle" tour.

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rows,") traverses the Dolores Cañon, and in the fair Valley of the Dolores arrives at Dolores town. Digression may be made, here, for the Cliff-Dwelling ruins of the Mesa Verde; but Mancos, twenty miles onward, is generally selected. From Dolores, also, the overland trip is made to the wonderful Natural Bridges of Southern Utah. Next obliquing eastward the train speeds through the thickly sodded Lost Cañon, and over a hill studded with great pines, to Mancos, in the Mancos Valley.

Verde is now under the protection of the Secretary of the Interior. Archaeologists representing the Smithsonian Institution and the U. S. Government have been engaged during the last few years in strengthening and restoring the principal ruins. The Government is building an excellent wagon road, which will soon be completed, affording accommodations for those who object to making a portion of the trip on horseback.

On to Durango

Continuing from Mancos the train leaves the pastoral Mancos Valley and crosses the Divide at Cima; and after passing through a lumbering tract and the Government reserve of old Fort Lewis enters Durango.

Montrose, Ridgway and Durango

RAIL AND STAGE

The "All Rail" connection between Ridgway and Durango has been described. Those who, on this "Around the Circle" tour, have elected "Rail and Stage" continue by Denver & Rio Grande from Ridgway, the point of division, up the Uncompahgre Valley to Ouray, ten miles.

Ouray

The altitude of Ouray is 7,721 feet; its population is 2,000. To the eye Ouray is completely walled in by an amphitheatre of precipitous cliff, with no portal apparent. Its site is a natural park; upon one side the amphitheatre of cliff is banded with all shades of red from pink to maroon, and topped with orange; upon another a limestone white predominates; and upon another the white and the more vivid hues are overcast by the darker pines and cedars. From high up on the front of one striated cliff out-gushes a sudden



OURAY, COLORADO

Ouray, the "Gem of the Rockies," is situated 389 miles from Denver, on the "Rail and Stage" route of the Denver & Rio Grande Railroad's "Around the Circle" tour. The town is at the bottom of a cup, with the bright-hued cliffs rising on all sides. The stage is taken here for Red Mountain and Silverton.

“A r o u n d t h e C i r c l e”

water-fall. At the opposite limits of the town is an area underlaid by hot springs, and all the year the grass and cress grow green. Beyond is Box Cañon, a crack extending from base to crest of wall, through which careens, roaring and tumbling, a creek. A walk has been constructed by which the crack may be ascended for some distance. Across the cañon has been thrown a suspension bridge. Mining is Ouray's chief asset; and the aerial tramways of the mines look like spider-webs against the crimson and yellow and white backgrounds.

Over the Stage Road

At Ouray change is made to stage. The famous old Concord coach is still used—drawn by six clattering horses, the driver picturesque on his seat. Exit is found through a gap, and along Uncompahgre Cañon. The road is here buttressed with fragments, and here hewn out of the solid rock; and ever climbing winds midway betwixt top of hill and bottom of cañon and gulch. The blending colors of the cliffs and of the foliage are entrancing. Where Bear Creek is crossed, directly beneath the water falls a straight, uninterrupted 253 feet. Swathes cut by snow-slides are to be noted. Likely enough a prospecting outfit, with pack-train of burros, is encountered. At a certain point the stage from the other end is met and passed. Mount Abram, whose huge, rounded crown is just visible from Ouray, is revealed in all his majesty ahead. Mining camps, active or idle, are scattered along the way. At Red Mountain, altitude 11,025 feet, the passengers were formerly transferred to the Silverton Railroad, “The Rainbow Route,” but for the season of 1913 passenger trains will not be operated on that line, and the stage will continue through to Silverton, paralleling the railroad track.

The Silverton Railroad

This remarkable railroad was constructed by Otto Mears, the “Pathfinder of the San Juan.” The obstacles which it has overcome, the tortuous, thrilling course which it covers, can be appreciated through experience



ON THE STAGE ROAD

This wonderful line extends from Ouray up to Red Mountain, twelve miles, and on to Silverton, twelve miles further; being a part of the "Rail and Stage" route of the "Around the Circle" tour.

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only. It runs along the side of lurid Red Mountain (the location of many rich mines), at Summit attains an elevation of 11,235 feet, and thence descends to Silverton; in all a distance of twelve miles.

Silverton

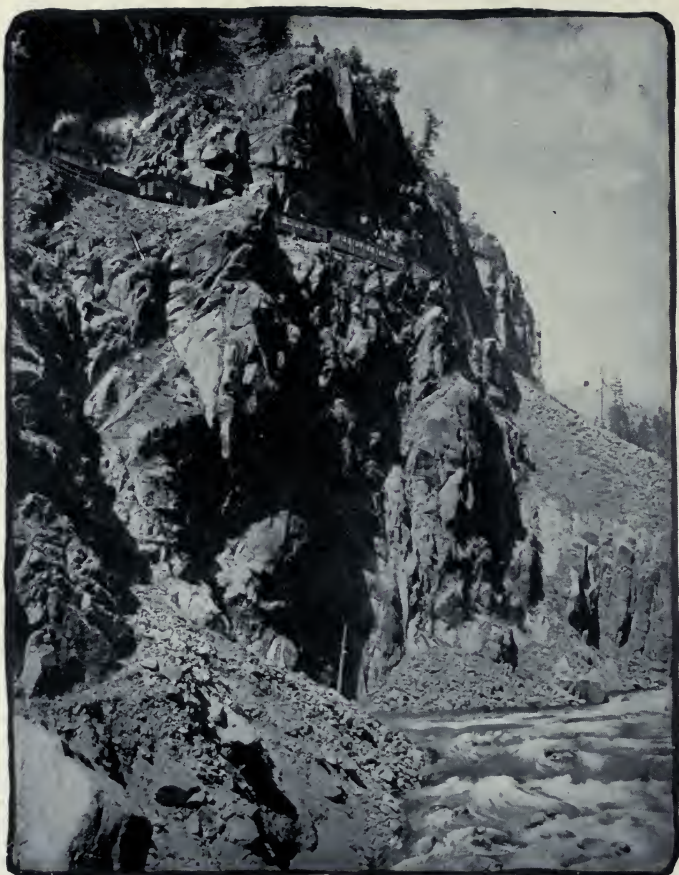
The altitude of Silverton, the "Queen of the San Juan," is 9,300 feet. Dominating the flat upon which the town is situated rises Sultan Mountain, its tinted flanks honeycombed with tunnels; and all the red and purple slopes about are likewise made to pay tribute of silver and gold. Many mines are above timber line. Silverton is well accustomed to "old-fashioned" winters, with snow eight feet and more on the level. The population is 2,200.

Las Animas Cañon

From Silverton the "Around the Circle" route leads down the Cañon of the Rio de las Animas Perdidas (River of the Lost Souls) to Durango, forty-five miles. The trip through the Animas Cañon differs from any cañon trip yet experienced. In places the track is upon a shelf of the rock, a gorge below and the perpendicular wall above. The hurrying river boils and eddies. From this side and that silvery rills hasten to join it. Through a gap are described the Needle Mountains, their hue a strange, pale purple, their row of peaks seemingly as thin as splinters. Descending from its shelf, the track skirts the very brink of the river, and passes through lovely little parks. Thus the aspects of the trip continually change. At Rockwood is an immense reservoir, for supplying power to the mines of the San Juan and La Plata districts. After thirty-four miles of adventurous descent, at Hermosa the cañon opens, disclosing below and ahead the placid Valley of the Animas.

Trimble Hot Springs

Two miles from Hermosa the Trimble hot springs, alongside the route, are reached. Here is a hotel. The waters are of pronounced curative value and the place



CAÑON OF THE RIO DE LAS ANIMAS
PERDIDAS ("River of Lost Souls")

This picturesque cañon extends for over thirty miles between Silverton and Durango, and is traversed by the "Rail and Stage" passengers on the "Around the Circle" tour. The road-bed is high on the cañon wall, with the Animas River below.

“A r o u n d t h e C i r c l e”

is an attractive resort, being conveniently and pleasantly situated. After leaving Trimble the train skirts for nine miles the Animas Valley, which is one great ranch with the river rollicking through; and presently glides into Durango.

Durango

The altitude of Durango is 6,520 feet; its population is 5,000. It has one of the largest smelters in the state. Enormous beds of coal exist, and much coke is manufactured. The Animas Valley and the Florida Valley, and the desert where reclaimed by irrigation, are producers of wonderful crops — fruit and garden truck, grain and hay. The New Mexican line is only twenty miles south; a branch of the Denver & Rio Grande from Durango crosses it, extending down along the Animas, amidst a prolific orchard and garden region, through Aztec, where are ancient pueblo ruins, to Farmington, fifty miles.

Durango to Alamosa

From Durango the “Around the Circle” route continues eastward, gradually inclining toward New Mexico. Along the rivers are bottoms of willows and grass; sage and sprawling cedar and piñon are the features of the natural

THE AZTEC RUINS

The town of Aztec, New Mexico, is thirty-five miles by railroad from Durango. The ruins are then but a short drive. They are upon an elevated tract overlooking the Animas, and differ only in location from the ruins of cliff-dwellings. The largest mass of ruins is presumed to represent a pueblo seven stories high. The flat stones of which the buildings were constructed came from a quarry three miles away, and the remarkable road over which the toilers trudged can be seen even from the train. There are two groups of ruins, termed the “Old” and the “New.”

FARMINGTON AND SHIP ROCK

Farmington, the present terminus of the branch railroad, is set in the midst of orchards and ranches. Thirty miles west, and plainly to be descried, a stupendous mass of rock, resembling a ship under full sail, stands out above the desert. The Navajos, whose reservation is just beyond, claim that by this rock their ancestors were transported through the air from the far Northwest. The rock is sacred.

PAGOSA SPRINGS

These springs, lying upon the north bank of the beautiful San Juan River, at an altitude of



PUEBLO INDIAN DANCE AT TAOS, N. M.

A feature of the Indian festivities on San Geronimo Day, celebrated September 30th of each year. Conveniently reached from Antonito on "Around the Circle" tour.

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vegetation elsewhere. North, in the hills, are areas of heavy timber.

The Ute Indian Agency

Fourteen miles out of Durango the train crosses the Florida River and is in the former reservation of the Southern Utes. At Ignacio (named for the head-chief of all the Utes) is still the agency. At Pagosa Junction a branch of the railroad runs northward thirty-one miles, through immense primeval pines, to Pagosa Springs.

7,108 feet, were the "pagosa" or "healing waters" of the Utes. They constitute one of the greatest thermal fountains on the continent. By quantitative and qualitative analyses, the Pagosa springs are the nearest to the famous Carlsbad Sprudel spring of anything found in this country; and it is owing to the similarity of the waters that this resort is called "The Carlsbad of America." Besides the waters, the locality offers hunting and fishing and fine scenery.

Apache Indian Reservation

About ten miles beyond Pagosa Junction the route passes into New Mexico, and soon thereafter into the reservation of the Jicarilla (Hee-cah-ree-yah) Apaches. At Dulce, seventeen miles from Pagosa Junction, is located the agency. Both the Apaches and the Utes are likely to proffer for sale specimens of their handicraft.

Chama

In the rolling, sagy country now being traversed multitudes of sheep move from pasture to pasture. Chama, where the train halts before climbing again the Continental Divide, presents an interesting sight in the shearing and the shipping season.

The Cumbres Divide

From Chama the course bears northward. The Cumbres Mountains rise before. Gliding over a lofty trestle, with Wolf Creek far below, the train proceeds to climb. At Cresco, Colorado is entered. The grade waxes at times 211 feet to the mile, almost the maximum. The altitude of Chama is 7,863 feet; that of the crest of the Divide, fourteen miles on, is 10,015.



TOLTEC GORGE

Two-thirds of the way along on the "Around the Circle" trip Toltec Gorge is encountered. From the car windows the passengers look down a startling 1,500 feet.

"A r o u n d t h e C i r c l e"

The course of the ascent is rather more open than that of ascents before experienced. The view back into New Mexico is grand beyond description. At Cumbres (summits) the ascent has been achieved; once more the Continental Divide has been surmounted. Now below are vales particularly lush and well-watered, ideal for the camper and sportsman.

Garfield Memorial Stone

With speed slackening the train is approaching a startling chasm. On the right, close by the track and at an altitude of 9,600 feet, stands on end a block of granite with polished face. This is the token of memorial services held upon the spot, September 26, 1881, by the National Association of General Passenger and Ticket Agents, for the late President James A. Garfield, whose funeral was at the time taking place in Cleveland, Ohio.

Toltec Gorge

Beyond the impressive tribute the train rolls out upon a balcony of rock suspended over the very brink of Toltec Gorge. This gorge is as clean-cut, as narrow and as deep as though an earthquake had split here the resisting granite. Within, the sides are singularly jagged and abrupt; just a few scattered pines cling to precarious footholds; the aspect is gloomy, forbidding; fifteen hundred feet down is a stream, imprisoned among huge, icy boulders. For that sensation which makes one tingle and draw breath hard this unexpected gaze into the abyss of Toltec Gorge will never be erased from memory.

Phantom Curve

Upon leaving the balcony the train is instantly swallowed by a tunnel; and when it has emerged therefrom it has veered from the gorge and is hurrying downward. Rounding a sharp curve it is among the Phantoms—a weird company of monoliths, clustered along the track; the family of some Lot, transfixed and exposed to the elements for untold centuries.

"A r o u n d t h e C i r c l e"

Los Pinos Cañon

The route now skirts the edge of the Cañon of the Los Pinos. This cañon partakes of the nature of a mighty gulch. From the train one has a birdseye view of the Los Pinos, and ranch-buildings and patches of meadow. Even the tops of the hills are below.

The Whiplash

A rolling, arid region covered with lava outcropping or in disintegrating fragments is entered. The track lies in meandering loops. Finally, after a bewildering cruise along this, "the Whiplash," Antonito, down within the beautiful San Luis Park, is attained.

Antonito

Antonito is set amidst a community devoted chiefly to agriculture and stock raising. A mile from it is the very interesting town of Conejos (co-na-hos: rabbits), one of the earliest of the Spanish settlements in Colorado, and today exhibiting Mexican life in all the distinctive features. From Antonito a branch of the Denver & Rio Grande Railroad extends south 125 miles to historic Santa Fé, New Mexico, passing the hot springs of Ojo Caliente and penetrating into the curious pueblo country.

Up the San Luis Valley

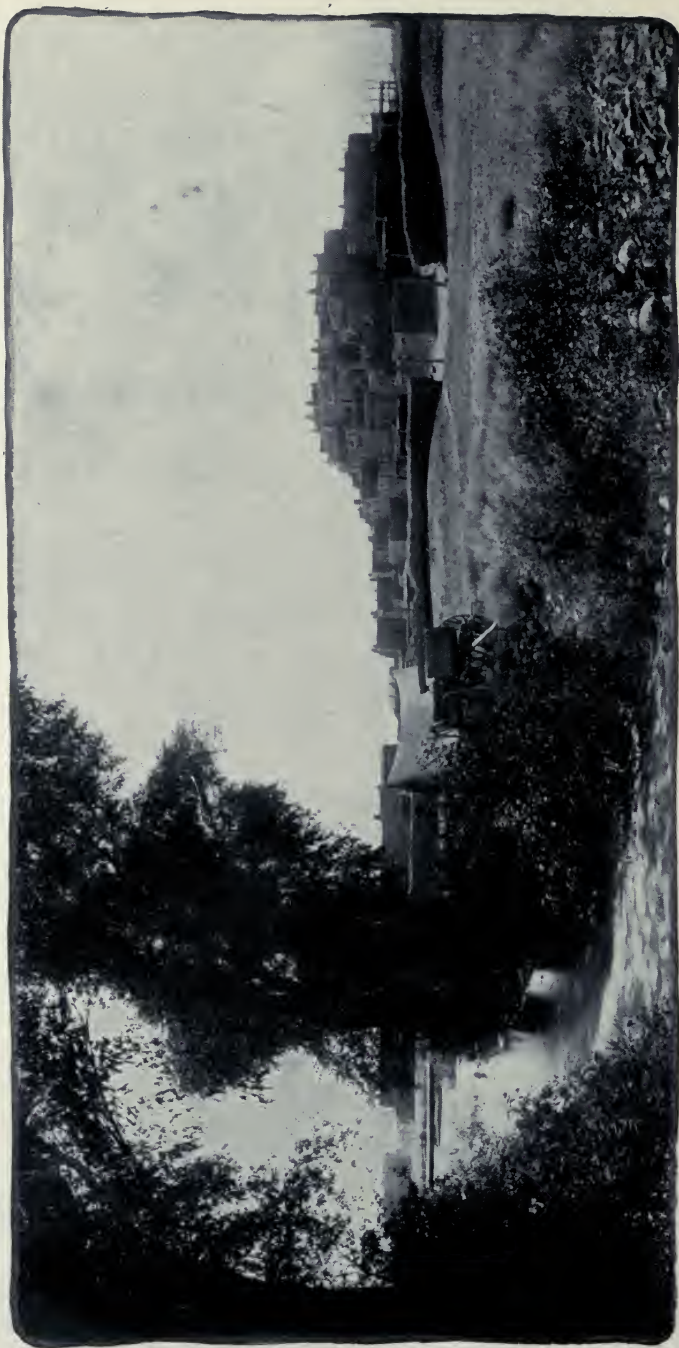
Now over a three-rail track, accommodated to both narrow-gauge and standard-gauge cars, from Antonito the "Circle" route leads straight up the green San Luis Valley, twenty-nine miles to Ala-

DOWN TO SANTA FÉ

The trip from Antonito takes one across a high ridge which at Volcano, eighteen miles, is 8,487 feet above the sea; down again, through Comanche Cañon, at the exit of which is the station of Embudo (funnel: so christened because of the odd hill which splits the Rio Grande River here); nineteen miles along the Rio Grande del Norte, to Española; and on amidst pueblos to Santa Fé.

RESORT OF OJO CALIENTE

The hot springs of Ojo Caliente (Oho Cal-i-en-te: "Warm Eye," the Spanish poetically terming a welling spring an "eye") are twelve miles by stage westward from Barranca. The springs, strongly medicated, have long been known. Nearby is an ancient Mexican church. The Cerro Colorado (red mountain) is said to have been an active volcano seventy years ago.



THE PUEBLO OF TAOS

Famous New Mexican Indian town, easily visited on the Santa Fé side trip of the "Around the Circle" tour. One of the two great community houses is shown on the right; the other is on the left bank of Taos Creek. They are five and seven stories high.

“A r o u n d t h e C i r c l e”

mosa. In this prosperous valley, the size of Connecticut, vast crops are raised, and thousands of lambs and hogs are fattened through the winter on field peas. The streams afford good trout-fishing.

Alamosa

Alamosa is a junction town; from it the Denver & Rio Grande radiates in the four directions. The view of the Sangre de Cristo Range, and of its monarch, Sierra Blanca, is most inspiring. From Alamosa a side trip should be taken to the new Wheeler National Monument Park, of strange natural formations, and to Wagon Wheel Gap and Creede, described on pages 45 and 47.

Alamosa to Denver

At Alamosa the course of the “Around the Circle” train changes from north to east, and heads for the Sangre de Cristo barrier. Twenty-four miles from Alamosa, Garland, where once stood Fort Garland (now but ruins) is to be briefly noted, and then attention should be paid again to grand Sierra Blanca (white mountain), which long has been dominant on the left, before.

Sierra Blanca

Sierra Blanca is accorded first place among all the strik-

INSPECTING THE PUEBLOS

From Española, and from Santa Fé, are easily visited the pueblos of Santa Clara, San Juan, San Ildefonso, Tesuque, Pojuaque, Nambe, etc. These pueblos resemble closely the structures of the old Aztecs or valley-people, and intimate connection is traced between the Pueblo Indians, the Aztecs and the Cliff-Dwellers. A typical pueblo is one mass of adobe, filled with rooms, the stories constituting terraces. Entrance is gained, in many cases, by a ladder and a hole in the roof. The mode of life is communistic, and each pueblo has its governor. Feast days are many; on them occur dances, races and ceremonials.

THE PUEBLO OF TAOS

The famous pueblo of Taos is reached by a drive of thirty miles eastward from Servilleta. Taos is peculiar to itself. The great day there is September 30, the Feast of San Geronimo (Her-on-i-mo), or St. Jerome, Taos' patron saint. This festival attracts sightseers from hundreds of miles. Taos occupies about 8,000 acres; the pueblo structures, inhabited by four hundred Indians, are two, one of five stories, one of seven—the latter being the highest pueblo in the Southwest, and Taos' glory.

PAJARITO PARK CLIFF RUINS

Adjacent to the Santa Fé branch of the Denver & Rio Grande are many cliff-dwelling ruins. The most fascinating of those yet investigated are the



CLIFF-VILLAGE OF PUYÉ IN PAJARITO PARK

The cliff-ruins in Pajarito Park, New Mexico, which is reached from Española on the Santa Fe, side trip of the Denver & Rio Grande Railroad's "Around the Circle" tour, are especially remarkable on account of the pictographs on the walls and the thousands of peculiar cave-homes.

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ing crests of the Rockies. Measurements give him an elevation of 14,390 feet. With his pose of isolation, his bared head rising so above timber, and his triple peak, he is indeed a king.

La Veta Pass

At Wagon Creek station the ascent of La Veta (the vein) Pass is begun. The train goes darting up, through cuts and thickly growing trees and around sudden bends, with Veta Mountain, smooth of flank and sharp of apex, on its left, until at 9,242 feet the summit is reached. On the north is the Sangre de Cristo Range; on the south an extension thereof, the Culebra (snake) Range.

Spanish Peaks

During the winding descent, ahead and to the north are the Greenhorn Mountains, dreamy with distance; to the south rest lightly in the haze the Spanish Peaks. These symmetrical uplifts from the plain were named by the Indians "Wahatoya," twin breasts. After traversing the coal-fields, wherein Walsenburg is the principal town, at Concord opportunity is pre-

ruins in Pajarito (little bird) Park, a day's drive from Española. Quickly reached from Santa Fé are numerous other evidences of ancient habitation, and Indian pueblos not mentioned in the text.

Bancroft Library

SANTA FÉ

Santa Fé, the terminus of the Denver & Rio Grande branch from Antonito on the "Around the Circle" tour, is the oldest continuously inhabited site of an American city. In 1542 there was located upon the spot an Indian pueblo of 15,000 people, and in 1605 the Spanish founded a town—the True City of the Sacred Faith of Saint Francis, now known simply as Santa Fé. The story of Santa Fé through the three centuries since may dimly be read in its quaint architecture, the treasures of its churches, and the relics in its wonderful Archaeological Museum. The city has been under Spanish, Pueblo, Mexican and American rule, and was long the end of the "Santa Fé Trail."

WAGON WHEEL GAP

This digression, sixty miles over standard gauge tracks, follows the upper Rio Grande del Norte into the mountains. Where the river bursts from the hills, is the health and pleasure resort of Wagon Wheel Gap. The springs of which it boasts were the "little medicine" of the Utes, as the Pagosa Springs were the "big medicine." They are hot and cold, and give most satisfactory results. The Rio Grande is a trout stream of much fame, and in the hills is game. Wagon Wheel Gap has a \$25,000 bath house, a large hotel and cottages. Altitude, 8,449 feet.



LIZARD HEAD PEAK

This striking peak (altitude 13,156 feet) may be seen from the car windows, near Lizard Head Pass, on the Rio Grande Southern Railroad of the "Around the Circle" tour, by the "All Rail" route.

"A r o u n d t h e C i r c l e"

sented to diverge south, by a Denver & Rio Grande branch, to Trinidad, forty-two miles.

To Pueblo Again

From Cuchara Junction it is fifty miles up to Pueblo. The route bears into the plains. Upon the left is the Greenhorn Range, but on the right the eye may gaze abroad with little intercepting. After Pueblo comes the homestretch, to Colorado Springs and Denver. And then—

CREEDE

Nine miles onward is Creede—the mining camp which once provoked the lines:

"It's day all day in the day-time,
And there is no night in

Creede."

But today Creede is an orderly, respected little town, in the richness of its silver mines the rival of Leadville.

TRINIDAD

Trinidad (population 10,300) is the largest city in southern Colorado. Enormous coal fields are tributary to it, and it has extensive livestock and manufacturing interests. The view of the Raton (Squirrel) Mountains in New Mexico is exquisite.

*We have witnessed valley and plain and crest,
Cañon and pass we've scanned;
We have seen the best of the glorious West
By the trail of the Rio Grande.*





LAKE SAN CRISTOVAL

A noted fishing resort near Lake City. One of the largest and most beautiful bodies of water in the Rockies. Reached from Sapinero, on the "Around the Circle" tour.

R o u t i n g o f T o u r s “ A r o u n d t h e C i r c l e ”

THE ALL RAIL TOUR

From Denver, Colorado Springs, Manitou or Pueblo, via the Royal Gorge, Salida, Marshall Pass, Black Cañon of the Gunnison, Montrose to Ridgway; thence via the Rio Grande Southern Railroad, Telluride, the Ophir Loop, Rico, Mancos (Cliff Dwellings), to Durango, Toltec Gorge, Phantom Curve, San Luis Valley, La Veta Pass, back to starting point. **Rate, \$28.00.**

THE RAIL AND STAGE TOUR

From Denver, Colorado Springs, Manitou or Pueblo, via the Royal Gorge, Salida, Marshall Pass, Black Cañon of the Gunnison, Montrose to Ouray; thence via Circle Route Stage Line, Ouray to Red Mountain, Silverton Railroad (Rainbow Route), to Silverton, Animas Cañon, Durango, Toltec Gorge, Phantom Curve, San Luis Valley, La Veta Pass, back to starting point. **Rate, \$28.00.**

NOTE.—We are advised that for the season of 1913 the Silverton Railroad will not run passenger trains. Consequently, it will be necessary for passengers choosing the “Rail and Stage Tour” to continue the stage portion of the journey from Red Mountain through to Silverton (twelve miles, at an additional cost of \$2.00), when the Denver & Rio Grande Railroad will be resumed.

If desired, the tour, “Around the Circle,” may be made in the opposite direction from that described, the rate being the same, \$28.

Holders of through tickets to or from Utah, or the Pacific Coast, desiring to make the detour “Around the Circle” from Pueblo, Salida or Montrose, may have their coupons between Denver, Colorado Springs, Pueblo and Grand Junction, Salt Lake City or Ogden, exchanged upon payment of \$10 to Agent at any of the points named.

The holders of through tickets to or from Utah or the Pacific Coast may also make the complete “Circle” from Salida and back to starting point on payment of \$18. The same rate obtains for eastbound passengers desiring to make “Circle” trip from Montrose.

Tickets are on sale daily with limit of sixty days from date of sale.

Stopovers will be allowed at any point or points on the trip for any length of time within the life of the ticket. Except that no stopovers will be allowed in *New Mexico* on “Circle” tickets, reading via the Stage Line.

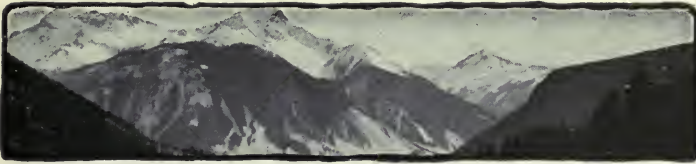
In connection with these tours various side trips can be made at greatly reduced rates.

The journey “Around the Circle” can be comfortably made in four days, with rests at Durango, Silverton and Ouray. Or the entire sixty days can be profitably and pleasantly spent in viewing the wonderful scenery of the trip.



MOUNTAIN PACK TRAIN

A familiar sight in Colorado. Burros loaded with powder and other supplies for a mining camp in the hills.



Among
the
Snow-Capped
Peaks

Mountain Peaks and Passes of Colorado

Feet.	Feet.	Feet.
Mount Massive....14,424	Needle Mountain...14,051	Mount Buffalo....13,541
Mount Elbert....14,421	Mount Sherman...14,048	Mt. White Rock...13,532
Sierra Blanca....14,390	Mount Humboldt...14,041	Mount Arapahoe...13,520
Mount Harvard...14,375	Mount Capitol....13,997	Mount Dunn....13,502
La Plata Mtn....14,342	Mount Stewart...14,032	Mount Dolores...13,502
Gray's Peak....14,341	Mount Handie....14,008	Mount Kendall...13,480
Mount Torrey....14,336	Mount Maroon...14,003	Sultan Mountain...13,336
Mount Evans (1)...14,330	Snowmass Mtn....13,970	James Peak.....13,283
Mount Lincoln...14,296	Pigeon Mountain...13,961	Mount Homesick...13,227
Mount Buckskin...14,296	Mount Ouray....13,956	Mount Hunchback...13,133
Uncompahgre Pk...14,289	Mount Grizzly....13,956	Mt. Lizard Head...13,156
Long's Peak....14,271	Horseshoe Mtn....13,912	Mount Sopris....12,823
Quandry Peak....14,266	Mount Blane....13,905	
Castle Mountain...14,259	Mount Frustum...13,893	Cottonwood Pass...12,500
Mount Wilson....14,250	Pyramid Mtn....13,885	Argentine Pass...13,286
Mount Antero....14,245	Silver Heels Mtn...13,855	Mosquito Pass....13,185
Mount Shavano...14,239	Mount Haynes...13,832	Tarryall Pass....12,176
Mount Crestone...14,233	Mount Arkansas...13,807	Alpine Pass....11,606
Mount Princeton...14,196	Mount Hamilton...13,800	Breckenridge Pass...11,503
Mount Yale....14,187	Mount R. G. Pd...13,773	Berthoud Pass....11,349
Mount Bross....14,185	Mount Rowter....13,750	Fremont Pass....11,330
Baldy Mountain...14,176	Mount Parmigan...13,746	Ute Pass....11,200
Mt. Holy Cross...14,170	Mount Gibson....13,729	Bellevue Pass....11,000
Mount Sneffles...14,158	Mount Silesia....13,699	Marshall Pass....10,856
Goats Mountain...14,132	Mount Evans (2)...13,650	Hayden Pass....10,780
Pikes Peak....14,109	Mount Oso....13,640	Tennessee Pass...10,032
San Luis Mtn....14,100	Span. Pks...13,620-12,720	Cochetopa Pass...10,032
Mount Red Cloud...14,092	Mount Grayback...13,615	Cumbres10,015
Mount Culebra...14,069	Mount Rosalie....13,575	Trout Creek Pass...9,346
The Wetterhorn...14,069	Mount Guyot....13,565	La Veta Pass....9,242
Mount Simpson...14,055	Mount King Sol...13,550	Poncha Pass....9,059
Mount Æolus....14,054	Trinchera Mtn...13,546	

Altitudes of Towns and Cities

Feet.	Feet.	Feet.
Alamosa7,546	Fremont Pass....11,330	Paonia5,694
Antonito7,888	Garland7,936	Poncha Pass....9,059
Aspen7,874	Glenwood Spgs...5,758	Poncha Junction...7,480
Aztec5,686	Grand Junction...4,583	Pueblo4,672
Bingham, Utah...5,891	Granite8,943	Red Cliff.....8,608
Buena Vista....7,968	Gunnison7,683	Rico8,737
Canon City....5,344	Hotchkiss5,369	Ridgway7,003
Castle Rock....6,218	Ibex11,522	Rifle5,310
Cerro Summit...7,968	Ironton9,940	Robinson10,876
Chama7,863	Kokomo10,614	Rosita8,932
Cimarron6,906	Lake City....8,686	Saguache7,745
Colo. Springs...5,989	La Veta....7,024	Salida7,050
Conejos7,880	La Veta Pass....9,242	Salt Lake City...4,225
Cottonwood Spgs...7,950	Leadville....10,200	Santa Fe.....6,968
Creed8,352	Los Pinos....9,637	Sapinero7,255
Crested Butte...8,878	Malta9,580	Sargent8,477
Cripple Creek...9,591	Mancos7,008	Silver Cliff....7,816
Cuchara5,942	Manitou6,318	Silverton9,300
Cumbres Pass...10,015	Marshall Pass...10,856	Telluride8,756
Del Norte....7,880	Monte Vista....7,665	Tennessee Pass...10,240
Delta4,980	Montrose5,811	Toltec Gorge....9,465
Denver5,198	New Castle....5,562	Trimble Springs...6,578
Dillon8,859	Ogden, Utah...4,293	Trinidad5,994
Doyle8,062	Ojo Caliente...5,594	Victor9,728
Durango6,520	Ouray7,721	Wagon Wheel Gap...8,449
El Moro5,879	Pagosa Junction...7,108	Walsenburg6,187
Espanola5,590	Pagosa Springs...6,271	Westcliffe7,861
Farlington5,305	Palmer Lake....7,237	Wolcott6,976
Florence5,199		



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Fresno, Cal., 1035 J Street T. F. Brosnahan.....General Agent	Salt Lake City, Utah, Judge Bldg. I. A. Benton...Gen'l Agent Pass'r Dept. H. M. Cushing.....Trav. Pass'r Agent
Grand Junction, Colo. W. B. Kenney.....General Agent	San Francisco, Cal., 665 Market St. J. G. Lowe.....Dist. Pass'r Agent R. V. Crowder.....City Ticket Agent
Kansas City, Mo., 210 Scarritt Arcade E. C. Roxbury.....General Agent	San Jose, Cal. J. Q. Patton.....General Agent
Leadville, Colo., 401 Harrison Ave. S. M. Brown.....General Agent	Santa Fe, N. M. W. M. Scott...Trav. Frt. & Pass'r Agent
Los Angeles, Cal., 532 So. Spring St. C. P. Ensign.....General Agent	

OR

FRANK A. WADLEIGH
General Passenger Agent
Denver, Colo.

